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SOURCE Politika.

YUGOSLAVIA LAUNCHES FIRST OCEAN CARGO VESSEL

NEW VESSEL HAS ALL MODERN EQUIPMENT -- Politika, No 13267 and 13279, 18 and 22 Jun 49

Rijeka -- The large motor ship Zagreb, the first oceangoing vessel to have been designed and built in Yugoslavia, has been formally launched at the "Treci Maj" Shipyard. The Zagreb completed its first test voyage on 18 June. The ship has been formally turned over to the Jugoslovenska Liniska Plovidba (Yugoslav Navigation Line).

On its test voyage the Zagreb showed better results than had been expected. The ship developed a speed 2 knots greater than the specifications provided and thus proved to be the fastest ship in the Yugoslav merchant marine. Upon completion the Zagreb will contribute 4,000 tons to the total tonnage of the merchant fleet.

The Zagreb, which is over 100 meters long, has a beam of 14 meters and a total displacement of 6,100 tons. It is fitted with all modern equipment, including ten electric cranes of 3.5 and 15 tons, central heating, the most modern fire-extinguishing equipment, a modern radio station, and special rotors to furnish power for various types of equipment.

Director Jure Vukanovic of the "Treci Maj" Shipyard announced that the shipyard will build several other ships of the Zagreb class for the Yugoslav merchant marine as well as a blast furnace and other equipment for Yugoslav industry.

CARGO SHIP LOKI SALVAGED -- Politika, No 13268, 19 Jun 49

Rijeka -- The "Brodospas" (Ship Salvage) enterprise for salvaging and towing ships has raised the cargo ship Loki from the bottom of the sea, where it has lain since it was sunk during the war. The Loki has a capacity of 4,573 gross and 2,541 net register tons. It is about 108 meters long, has a beam over 15 meters, and can develop great speed.

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By 1948 Rijeka harbor had been cleared of wreckage sufficiently to permit large Yugoslav and foreign ships to enter and leave the harbor with a minimum of difficulty. However, the Loki has been sunk in such a position as to block entrance to the "Maj" Shipyard.

After a little over a year of salvage operations, the top of the smokestack appeared above the surface of the water, only to disappear a moment later. Salvage operations had to begin all over again. In April the ship was finally and successfully brought to the surface.

MACEDONIAN RAILROAD PROGRESSING -- Politika, No 13267, 18 Jun 49

The 56-kilometer standard-gauge Kumanovo-Sveti Nikola railroad is the largest project being built this year by the People's Front of Macedonia. It will connect the fertile Ovce Polje with the Skopje-Belgrade and the Titov Veles-Stip railroad lines. The new railroad will contribute greatly to the economic development of Ovce Polje, where over 7,000 hectares of cotton are being grown in Sveti Nikola Srez alone.

MAZUT USED AS LOCOMOTIVE FUEL -- Politika, No 13268, 19 Jun 49

After long experimentation, Yugoslav locomotives have begun to use mazut as a locomotive fuel to make up for the lack of high-quality coal. This new chemical product will increase the caloric value of the coal and save about 10 percent of the total coal bill for each locomotive.

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